

ADDRESSING THE SUPPLY CHAIN
CRISIS

(Mrs. STEEL asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. STEEL. Madam Speaker, passing the Don Young Coast Guard Authorization Act of 2022 was an important step in addressing the ongoing economic crisis facing our country.

This legislation includes my bipartisan proposal to establish a task force to address the ongoing port backlog at the Ports of Long Beach and Los Angeles.

These ports move 40 percent of all shipping containers entering the U.S. and are major ports of entry for California's oil supply.

The combination of the ports' backlog, inflation, and the administration's crippling energy policies are making everything unaffordable for Californians, especially gas.

We must address the supply chain crisis, unleash domestic energy production, and stop the reckless government spending driving inflation.

I urge the Senate to pass this bill immediately so we can tackle this crisis and help California families.

CONTINUATION OF THE NATIONAL
EMERGENCY WITH RESPECT TO
SIGNIFICANT MALICIOUS CYBER-
ENABLED ACTIVITIES—MESSAGE
FROM THE PRESIDENT OF THE
UNITED STATES (H. DOC. NO. 117-
103)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency declared in Executive Order 13694 of April 1, 2015, with respect to significant malicious cyber-enabled activities, is to continue in effect beyond April 1, 2022.

Significant malicious cyber-enabled activities originating from, or directed by persons located, in whole or in substantial part, outside the United States continue to pose an unusual and extraordinary threat to the national security, foreign policy, and economy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared

in Executive Order 13694 with respect to significant malicious cyber-enabled activities.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, March 30, 2022.

CONTINUATION OF THE NATIONAL
EMERGENCY WITH RESPECT TO
SOUTH SUDAN—MESSAGE FROM
THE PRESIDENT OF THE UNITED
STATES (H. DOC. NO. 117-104)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act, (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency declared in Executive Order 13664 of April 3, 2014, with respect to South Sudan is to continue in effect beyond April 3, 2022.

The situation in and in relation to South Sudan, which has been marked by activities that threaten the peace, security, or stability of South Sudan and the surrounding region, including widespread violence and atrocities, human rights abuses, recruitment and use of child soldiers, attacks on peacekeepers, and obstruction of humanitarian operations, continues to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 13664 with respect to South Sudan.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, March 30, 2022.

ANNOUNCEMENT BY THE SPEAKER
PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which the yeas and nays are ordered.

The House will resume proceedings on postponed questions at a later time.

□ 1215

STOP SEXUAL ASSAULT AND HAR-
ASSMENT IN TRANSPORTATION
ACT

Mr. DEFAZIO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 5706) to protect transpor-

tation personnel and passengers from sexual assault and harassment, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5706

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Stop Sexual Assault and Harassment in Transportation Act".

SEC. 2. FORMAL SEXUAL ASSAULT AND HARASSMENT POLICIES ON AIR CARRIERS AND FOREIGN AIR CARRIERS.

(a) IN GENERAL.—Chapter 417 of title 49, United States Code, is amended by adding at the end the following:

"§ 41727. Formal sexual assault and harassment policies

"(a) REQUIREMENT.—Not later than 180 days after the date of enactment of this section, each air carrier and foreign air carrier transporting passengers for compensation shall issue, in consultation with labor unions representing personnel of the air carrier or foreign air carrier, a formal policy with respect to transportation sexual assault or harassment incidents.

"(b) CONTENTS.—The policy required under subsection (a) shall include—

"(1) a statement indicating that no transportation sexual assault or harassment incident is acceptable under any circumstance;

"(2) procedures that facilitate the reporting of a transportation sexual assault or harassment incident, including—

"(A) appropriate public outreach activities; and

"(B) confidential phone and internet-based opportunities for reporting;

"(3) procedures that personnel should follow upon the reporting of a transportation sexual assault or harassment incident, including actions to protect affected individuals from continued sexual assault or harassment and to notify law enforcement when appropriate;

"(4) procedures that may limit or prohibit, to the extent practicable, future travel with the air carrier or foreign air carrier by any passenger who causes a transportation sexual assault or harassment incident; and

"(5) training that is required for all appropriate personnel with respect to the policy required under subsection (a), including—

"(A) specific training for personnel who may receive reports of transportation sexual assault or harassment incidents; and

"(B) recognizing and responding to potential human trafficking victims, in the same manner as required under section 44734(a)(4).

"(c) PASSENGER INFORMATION.—An air carrier or foreign air carrier described in subsection (a) shall prominently display, on the internet website of the air carrier or foreign air carrier and through the use of appropriate signage, a written statement that—

"(1) advises passengers and personnel that the carrier has adopted a formal policy with respect to transportation sexual assault or harassment incidents;

"(2) informs passengers and personnel of the other major components of the carrier's formal policy, including a statement indicating that no transportation sexual assault or harassment incident is acceptable under any circumstance; and

"(3) informs passengers and personnel of the procedure for reporting a transportation sexual assault or harassment incident.

"(d) STANDARD OF CARE.—Compliance with the requirements of this section, and any policy issued thereunder, shall not determine whether the air carrier or foreign air carrier